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CENTRAL INTELLIGENCE AGENCY

REPORT

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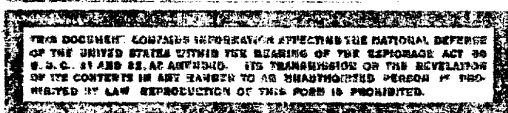
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COUNTRY Hungary

SUBJECT Industrial Information

PLACE
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INFO.

This is UNEVALUATED Information



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1. Bearing Factories. The construction of a new factory under control of the War Industry Division of the Hungarian Defense Ministry was completed in the Goedoelloe national forest area in Pest-Pilis-Solt-Kiskun County the end of 1952. The factory is called State Works No. 4328 and is represented as a tractor repair shop, but actually produces roller and ball bearings, principally for military use, including those for the tank type "T 34/85". It is at present the only large scale ball bearing plant in Hungary. Employees are selected after strict examination by Communist Party cadre members. They number about 200 to 250. The factory is equipped with the most modern steel processing and tool machines, [redacted] It has its own station, called "State Installation Goedoelloe" (Goedoelloe Allami Telepek), on the local railway (Hev). Works 4328 is surrounded by a reinforced concrete wall 3.5 meters high and is guarded by special AVH guards.

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2. Work on the ball bearing factory at Debrecen, Hajdu County, is far behind schedule and it was no longer expected to be in operation by 1 November 1953, as originally planned. The factory will be excellently equipped.

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3. Railway Electrification. Electrification of the main railway line Budapest-Miskolc, completion of which is planned for the end of 1954, has progressed as follows:

- a. The overhead lines and the transformer houses were completed as far as Hatvan, Heves County, in spring 1953.
- b. On the section from Hatvan to Fuezesabony, Heves County, concrete pole foundations have been laid; further work has been delayed because the construction parts factory in Kiskunfelegyhaza, Pest-Pilis-Solt-Kiskun County, could not deliver iron beams on the contracted date, 1 May 1953, due to material shortages.
- c. Foundation work for the transformer houses between Fuezesabony and Nyek-ladhaza is in progress; the Ganz electric equipment factory in Budapest was unable to deliver transformers for the line between Hatvan and Fuezesabony on time because of a priority Rumanian order for an electric generator.

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25 YEAR RE-REVIEW

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4. Auto Parts Factory. A special spare parts factory was built in Cinkota near Budapest in 1952 and 1953 for the repair of military vehicles of foreign origin. The factory stands on the right side of the main road from Budapest to Godecelloe. It employs 200 technical specialists commandeered from other factories and is equipped with modern machinery from the nationalized small industries. The factory is equipped for production of single pieces rather than for series production.
5. Oil Pipelines. There are two crude oil pipelines from the Lipse oilfields:
 - a. The main line runs to Lovaszi (Zala County) and Lepseny (Veszprem County) and Ferkemajor, where it divides into a northern line to Pet (Veszprem County) and Szony, and an eastern line which runs under the Danube to the former Shell refinery in Csepel south of Budapest. Between Lovaszi-Ferkemajor and the suction-pressure relay station of Ferkemajor the pipeline has an external diameter of 115.6 cm. Beyond this point the eastern line has a diameter of 82 cm., the northern of 65 cm.
 - b. The auxiliary line from Gellenhaza to Lovaszi has a diameter of only 60 cm., but is of the "self rolling" type because the sharp difference in altitude between Gellenhaza and Lovaszi creates a high pressure.
6. Railroad loading points stations are at Lengyeltoti, Somogy County, Lepseny, Pet, and Pekozd. The average daily load in December 1952 was 480 cars.

Comment. In 1949 Hungary purchased abroad at low prices many trucks used in World War II.

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Spare parts from the West were obtainable mainly through smuggling channels, which did not, however, adequately service the large number of vehicles, most of them in military use.

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